

# Saucelito Weekly Herald.

VOL. 2.

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## Saucelito Weekly Herald.

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THOS. P. WOODWARD, EDITOR AND PROPRIETOR.

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SAUCELITO, . . . . . Saturday, August 24th

### THE FORCE OF FASHION.

There are two goddesses—Wealth and Fashion—to which all mankind bow down, but the greatest of these is Fashion. Wealth is desired merely as the means; Fashion is the object men hold in view. Of what use would be the treasures attained by a life of hard work, if they were not to enable their possessors to do as others did, to live as others lived, to eat what others ate, to dress as others dressed—in other words, to be in the Fashion? One may say: "I know many men that have no care for fashion; they are rich, but they are content to live as they did when they were poor." Quite true; but still do they follow Fashion—the fashion that has surrounded them all their lives. What is fashion for one is not fashion for another.

Some men there are, but their number is few, who would be contented to live humbly in their huts, surrounded by the mountains whose treasures they have stolen, or in their cabins in view of the rich fields which have yielded them their golden crops. These are those who admire Nature for herself alone; the wealth they have been so fortunate as to obtain is of but little account to them, and the man of fashion may well covet such a lot. Again, wealth itself may be the sole object of some miserable men, who sacrifice everything to the pleasure of beholding their riches. But let any of these classes of men unite in the bonds of matrimony with a young and lovely woman; then will all the supremacy of Wealth disappear and Fashion assert itself in its full power. For women are the blind followers which have placed Fashion so prominently in the rank of human ends and aims. For their sake does man strive for the wealth which is the stepping stone to their desires. They will draw the hermit from his solitude and the miser from his gold. No matter how foolish or ridiculous the dictates of the goddess may be they follow them and exult in so doing.

And all this has brought us by a very natural though somewhat long dissertation to the subject upon which we started to write, namely—the introduction of a new manner of riding by ladies. Fashion now dictates that they shall perch themselves sideways on a horse in a position, at the same time insecure and uncomfortable. Yet they have not murmured against the pains they have suffered, and the risk they have run, because all others did the same. Even if they did desire a change none of them would be foolhardy enough to make the first attempt. But now comes in their natural protector, man, and says that the laws of health and convenience demand that the distinction in the manner of the riding of man and woman should be done away with. He calls up the example of the women of Sicily, of Tartary, of Peru, of the Sandwich Islands, and of England, before the time of Richard II, so that they may have some precedents. He refers to the lack of safety and the injury to health, and then asks that they ride in the natural manner, astride the horse. What reform this may make cannot be told, but from present appearances it is safe to say that we will soon see many ladies riding in this new, though old, fashion.

### WHEAT AND TRANSPORTATION.

The crop of wheat in California will at least equal the highest estimates put upon its yield, and the question is how to sell it, or, more accurately, how the buyer can transport it. In fact, transportation is the great turning point for all agricultural operations, and it is one not kept enough in view. There are large crops outlying, in some portions of the State, that would have brought, when first harvested, \$1.70, when the would-be buyers had the means of bringing it forward. Unfortunately, the owners hesitated, until the more accessible crops of other portions of the State were ready. All the attention and means of transportation were then turned to them, and the more remote wheat fingers on the ground with increasing risks of exposure to the weather and falling value. If the question of transportation had been properly borne in mind, all that would have been properly marketed while there was yet time. Now, more wheat pours forward to the Bay than all the available ships, at unprecedented rates of freight, can carry. Wheat, in Liverpool, is \$2.85 per sack, and the same price in New York; but the buyer cannot give more than \$1.50 here, because the transportation is \$1.10 to Liverpool, and other expenses, 30 cents. This want of transportation from the interior to the Bay chokes off a portion of the grain, and inadequate transportation to Liverpool deteriorates the value of the whole. These facts show how important are railroads and steam to the farmer, and how earnestly he should press the construction of any and all means of transportation. The railroad to the East is likely to be the means this year of relieving the markets of a large amount of flour which would otherwise not reach market. The fact has become apparent that the production of wheat in the Atlantic States declines relatively to the annual wants, while on this coast it largely increases. In New York, to-day, flour is \$8.36, gold, per bbl. Here, it is \$5.75, showing a margin of \$2.61 per bbl, while the price is drooping here. In the last three months, 28,000 bbls. have gone thither per rail, and these figures show that the trade may be renewed.

### SAUCELITO AND THE RAILROAD COMPROMISE.

The railroad compromise adopted last week by the Municipal Committee of the One Hundred, and the Central Railroad Company stipulates that in consideration of a subsidy of \$2,500,000 to be given by San Francisco the main terminal business of the Central Pacific ("excepting such as may be done via Vallejo and Saucelito"), of the Southern Pacific and of the San Joaquin Valley roads shall be done in the city. The bargain is a good one for San Francisco, and it is gratifying to us, because an express condition has been made for our benefit, though our town is not a party to the contract. The mention of Saucelito not only implies that we are to have a road but also that such trade as can be done here more advantageously than elsewhere shall not be taken away on account of any improper consideration. The mention of our town is no doubt due to the caution of the Company, and it is an evidence of far seeing regard for the rights of trade and the advantages of topographical position. We ask for no traffic save that which we can do cheaper and better than any other point. The success of Saucelito means no injury to San Francisco. We interpret the compromise to mean that that city shall be the sole terminus of the existing railroad system of the State, south of the Strait of Carquinez and the Golden Gate while Vallejo and Saucelito may contend for the terminal business of the north side. That is fair to everybody and satisfactory to Marin County.

### NORTH BEACH INTERESTED.

That portion of San Francisco which lies opposite our shores has just begun to waken from a Rip Van Winkle sleep. For years it has quietly rested, conscious that at one time it was thriving and trusting to some good fairy to place it in its former prosperous condition. But as it saw the other parts of the

city improving themselves, and Mission Bay, which was an unsettled waste long after North Beach had sunk to sleep, looming up into importance, it began to think that something must be done. And so it has attempted to do something, with what success time will tell. The North Pacific Coast Railroad which will run through our county, having its terminus in our town, with which place and North Beach it will be connected by a swift ferry, is endeavoring to obtain from San Francisco a subsidy of \$1,000,000. North Beach now sees an opportunity of regaining its former power, and has set itself at work to secure this subsidy. It already sees the vast lumber and agricultural trade which will come pouring into it from that rich northern portion of our State which is now almost destitute of transporting facilities. It sees the warehouses, depots and docks which will be built on its shores. It sees its streets thronged with busy workmen whose happy homes enliven its now deserted blocks. It sees new and broad streets opened, affording easy access to the centre of the city from which it is now almost entirely cut off. It sees its property increased in value so that it can be sold at the assessed rates and not at a discount of twenty-five per cent. All these things does it see and with them in view, it is ready to be taxed to give \$1,000,000 to this road, if by so doing it can obtain all these benefits.

The Society for the Prevention of Cruelty to Animals is doing good work in the course of humanity in New York City, despite the efforts of the municipal authorities to thwart and interfere with the officers of the Society in their good. Mr. Bergh himself has been arrested on a charge of blocking the public thoroughfares, "the charge resulting from stoppage and arrest of drivers of galled horses drawing cars, wagons, etc." It does not speak well for the humanity of the New York officials that they should thus prosecute these gentlemen whose work is that of pure philanthropy and the fact that the streets are blocked by the arrests only proves that a vast amount of cruelty is practiced by drivers and others in New York.

Religious intolerance and hatred have for more than a week plunged the town of Belfast, Ireland, into a bloody riot. This time the Orangemen were the attacking party, but the Catholics were not backward in their assaults after the affray commenced. The police and military were alike unable to restore order, and scenes were enacted in the name of religion which calls to mind the olden times of superstition and bigotry.

The San Francisco Post in its eagerness for a sensational item publishes a communication which charges the Protestant Orphan Asylum with refusing to put children out for adoption. The truth is that the Managers are always ready and willing to intrust the children under their charge to the care of any responsible person, as hundreds throughout the State can testify to.

J. K. LUTTRELL, of Biakiyou, was nominated by acclamation at Marysville, as the Democratic candidate for Congress from the Third District. His nomination gives great satisfaction in the northern counties, and with his strong opposition against monopolies, he may prove a harder nut for Mr. Coghlan to crack than that gentleman imagines.

A CENSUS of Victoria, Australia, taken in 1871, gives the following numbers of the different religious denominations in that colony: Episcopalians, 257,835; Presbyterians, 112,983; Methodists, 94,230; Congregationalists, 18,191; Baptists, 18,311; Lutherans, 10,559; and 7,444 of other Protestant denominations. The Roman Catholic also number 170,620, while the Jews count but 3,571. About 10,000 refuse to state their religion, and 2,150 have no religion at all.

A young man in Washington escorted a young lady home and paid ten cents for her car fare. His mother whipped him for being so extravagant, and made the young lady's mother refund the ten cent greenback. Appenny saved is two pence earned.

SEA SNAKES.—Nearly all voyagers in the seas of China and Japan have noticed the snakes, that at certain seasons, swim on the surface of these waters. Whence they came or where they go is an unsolved mystery, except they make a passage of hundreds of miles to land. A similar snake appears in the straits of Macassar at certain seasons, and apparently pass to and from the islands of Borneo and Celebes, a distance of about sixty miles. This change of habitation invariably occurs in the variable weather between the changing monsoons, and the endless fields of snakes that cover the smooth surface, in the calms, reach to the horizon or are bounded by the islands of the straits. The small canoes and the low built proas of the Malay avoid these waters at this season and seek some sheltering headland, rather than risk an inundation of crawling snakes. The reptiles scarcely exceed three feet in length, are small in their largest circumference and beautifully tapered toward the ends. They swim with the neck curved upward and head raised above the water. The natives do not consider them poisonous, but with holy Mahomedan abhorrence shun any chance of contact with the loathsome creatures. These snaky fields, in close proximity, dazzle with the moving green and white, the myriads expose the upper or under surface of their bodies, and the myriads stretch out in the distance as the ever changing shadow of a great moving cloud.

DIAMOND EXPERTS AND LAPIDARIES.—Among the advantages which California may reap from the opening of our diamond fields, is occupation for young people whom our public schools are educating to a disinclination for manual labor. In the diamond fields of Brazil the most valued experience is that of diamond expert. It is not of so much importance while stones are to be gathered on the surface. But when diamond mining becomes a steady industry and the gravel has to be followed below the surface, good judgment is a fortune. Young men who go into our diamond fields early, (supposing them to be all right), will have opportunity to become experts. With the knowledge they acquire, they may return and find pay-deposits in California, where there are encouraging indications. Meantime, we may turn attention to lapidary work, which is a graceful and profitable employment.

COAL AND IRON.—The coals of this coast, including the Rocky mountains, Mount Diablo and Oregon, at present worked, belong to a much later age than the coals of Pennsylvania and Virginia, and those we import from England. Our coals are not suited to iron making in the furnace and the rolling-mill. Iron-ore of excellent quality abounds in California; but for want of suitable coals, and by reason of distance inland, it is unavailable. True coal, of the ancient carboniferous formation, is reported in the Trinity River country. It is a true baking, bituminous coal. Recent exploration describes this coal-basin as thirty miles long, and its seams of good size. It is underlaid with rich ironstone. Here, probably, will be the great iron factories of our State.

The following description of an Australian monstrosity we find in a Melbourne paper and would advise Woodward's Gardens to secure the prize: "A singular, and we should fancy an almost unparalleled freak of nature, in the shape of an animal with no less than seven heads, nine tails, and eleven legs, and covered with wool resembling the hair of a goat, has been recently lambled by a ewe on the Yanko Run, in this district."

At a dinner in Philadelphia, given by a broker named Jay Cooke to the Japanese visitors, the Japanese reporter in printing the bill of fare styled one dish "pommes de terre en chemise." Our devil being of an inquisitive turn of mind, and not understanding the terms, inquired the meaning of an intelligent native, who enlightened his curiosity by telling him that it was French for "Spuds roasted with their shirts on."

A recent copy of the London Times contained the following advertisements: "A graduate of Cambridge is required as Second Master in the Graham Grammar School, Holf, Norfolk. Stipend, \$50 per annum." Immediately following, in the same column, was this: "A good plain cook wanted in a gentleman's family, where a man and four other servants are kept. Must clean doorsteps. Wages, \$125." It is clear that cooking and cleaning doorsteps is better paid in England than teaching school. And in San Francisco lady teachers receive \$50 per month with which they have to board and clothe themselves, while servants maids are paid \$80 per month and boarded.

The clergymen of Wilmington, Del., have adopted the following resolutions with regard to funerals: "That only the hour for the beginning of the funeral service be published, and that promptness on the part of all is very desirable; that a carriage be sent for and placed at the service of the minister; that the position of the minister, during the funeral service, be left to his own discretion; that the selection of the Lord's Day be discouraged."

EARLY BRITISH FRENCH FROM THE NURSERY.—Ethel.—"Je suis fashy de vous donner tant de trouble, Plantagenet!" Plantagenet.—"O, ne le me tenez pas!"



**LOCAL INTELLIGENCE.**

**A Genuine Fish Story.**

**A FORTUNE IN SHARKS—ALARMING PROXIMITY OF THE FIERCE CREATURES.**

We have been informed by the most reliable information that Wm. Exel, the semi-aquatic genius who lives in Myrick's Cove, off Racoon Straits, in making a small fortune in shark's oil. This intelligence, no doubt, will be startling to many of our readers. When we heard the facts stated, we at first supposed that the common sand sharks were meant to be designated as the oil producing agents; but we were surprised by the answer:

"No! they are regular man eaters. Some of them are fourteen feet long." Exel has a lighter anchored, on which he has rigged blocks and tackles for hoisting the monsters on board. They are caught with large hooks baited with meat. Sometimes five or six are caught in a day; at other times only one or two are caught. The peculiarity of these sharks is that they do not show their fins often—generally swimming deep. When caught they are hauled alongside the lighter, and with heavy blows on the head are made insensible. Their tail is then cut off and the carcasses are taken aboard. These precautions are taken to prevent the possibility of an accident to the fishermen. It is said that a shark can break a man's leg with one stroke of its tail. The livers of the fish are then taken out and tried for oil, which they produce in quantities varying from one to six gallons. The oil is worth in the market one dollar a gallon. It is prepared for lubricating machinery. It can be seen at once that these facts demonstrate the presence of sharks in our bay. That they never have been known to attack a human being is at least consolation if not assurance against their voracity.

**SIXES.**—Our friends of the Journal must have been in a bad humor last week. They call us names, say we are a "fix sheet," "a postage stamp," "a bank of the sea," and call our venerable progenitor a "blanket." Then again they call us "smarty," "that is a good name, and we are vexed that we cannot return the compliment with truth. And all this fuss because we complimented them in company with other papers for the enterprise exhibited in the issue of a "Patent Supplement." They have propounded a conundrum and ask us if they have not a right to have a supplement printed in San Francisco. Why blame them, of course they have, and had we known they were waiting our assent to issue another supplement we would have given it freely. Go on, friends, issue all the supplements you wish to—and foot the bills—we have no objection, and when Mr. Coghlan returns we will advise him to invest in a bottle of Mrs. Winslow's Soothing Syrup in case his ranting's bile continues "rix."

**CHANGE OF TIME.**—The arrangements now made for the accommodation of passengers on the Bolinas, Woodville and Olema stage route is an improvement. The trips are now made from Sausalito on Tuesdays, Thursdays and Saturdays, returning on Mondays, Wednesdays and Fridays. Now people on San Francisco who desire to spend a few days in the country, can leave on Saturday, and have all day Sunday to rest, without being obliged to wait over until Tuesday as formerly. The regular stage only runs to Bolinas and Woodville. The remainder of the trip is made by those who desire to, in an open two horse light spring wagon. The station at Esquitos, has been dispensed with. The stables are now near the hotel at Bolinas.

**RETURN OF THE HUNTERS.**—The Angel Island hunting party returned last week from their camping grounds. Their success was to be envied by all who had not the opportunity of going with them. The trophies consisted of sixteen deer, two wild hogs and three wild cats. Capt. Craigie was browned up as though he had seen hard service in Arizona. His companion, the son of Gen. Wilcox, who went off on the trip in ill health, returned as fat and hearty as was consistent with the prescribed quantity of rations. The Commissariat at Camp Reynolds will know where all his provisions go to, if he notices, as he surely will, a wonderfully increased demand.

**Moral.**—Go hunting, but make a contract with your landlady before you leave, else she will perhaps refuse to keep you any longer than she can help, country air is a fine tonic.

**OPENING OF THE NEW CHURCH.**—The new church of the Methodist Episcopal Church in this place will be opened with Divine services to-morrow. The sermon will be delivered by Rev. Dr. Thomas, of San Francisco. It is not yet known whether services will be held regularly every Sunday hereafter or not. The church building has cost \$500, of which \$390 are still owing. To Mr. John MacIntire much credit is due for the patient and devoted manner in which he has applied himself to the work of constructing the building, thereby saving much expense.

**TROOPS COMING.**—Three companies of the 21st, and one of the 12th United States Infantry will arrive on or about the 29th inst., from Arizona, and will be stationed at Camp Reynolds on Angel Island.

**TRADE IN TOMALES BAY.**—The dairy products of the country in the vicinity of Tomales Bay are mostly brought to San Francisco by means of a small steamer, which ply regularly in the trade. We learn that Shafter and Howard intend constructing a wharf near the head of the bay so that shipment may be facilitated. This will necessitate a road across the mountain to the Home Ranch.

**HARES.**—Petro gets a hare every evening that he makes the attempt. He knows where their nests are.

**OLEMA HOTEL.**—The hotel at Olema has changed hands. It is now conducted by Mr. Ayers.

**SAN FRANCISCO ITEMS.**

The Texas Pacific Railroad party sailed on Friday for San Diego.

The Horticultural Society opened their exhibition Thursday afternoon.

The Post has increased its size and raised its price to two cents a copy.

The pay roll of the Fire Department foots up a yearly total of \$121,680.

A large skating carnival took place at Woodward's Gardens on last Saturday night.

GENERAL WINN addressed a meeting of Democratic workmen in favor of Grant and Wilson.

GOVERNOR SOLOMON, of Washington Territory, has arrived and will canvass the State for Grant.

A LOT of hopping seeds of the size of mustard seeds were presented to the Academy of Science.

HON. J. W. NYE and Jas. Laidley addressed a Republican mass meeting at Platt's Hall, on Wednesday evening.

A GREAT railroad meeting was held Thursday evening which was addressed by Col. Scott and others of his party.

A MAN named Godfrey made attempts on Thursday to murder his wife and commit suicide—cause jealousy. He probably failed in both cases.

COL. MCKENZIE, commanding the Second Regiment of Infantry, arrived from the East, Friday evening, after an absence of two months.

The Third Annual Fair of the Bay District Agricultural Association will commence next Monday and continue through the week.

A BOY who had been sent to Sunday School played hockey and went to Oakland, and as a punishment had his foot run over by the cars.

A CASE of young boys broke into a junk shop and stole \$600, with which they were having a grand time until the police put an end to their fun.

THE Post published a sensational account of a faro bank on Sutter street, which was decided by an investigation in the Police Court to be without foundation.

THE total amount of reduction on the assessments in real estate in this city is \$6,000,000. The returns this year stand in proportion to those of last year as \$2 65 to \$1.

MATILDA HENON, the actress, presented a petition to the Probate Court for an allowance of \$200 a month from the estate of Harry Byrne. Carpenter, the executor, denies that she is Byrne's widow.

PAT. HURLEY, who escaped from the Nevada State Prison in the great outbreak of April 1871, was recaptured in this city on Wednesday evening, and will soon be returned to his old quarters.

JAS. HUGHES, charged with burning a barn at Martinez, Contra Costa County, was acquitted on his fifth trial. The juries failed to agree before, and a change of venue brought the case to this city.

COL. THOMAS A. SCOTT and party, interested in the proposed Texas Pacific Railroad, arrived Tuesday evening on a special train. Col. Scott gave his views on the railroad to the public at a meeting on Thursday evening.

In the Committee of One Hundred, Mr. Pickering, of the Bulletin, charged some of the members with changing their opinions in relation to the Central Pacific for a consideration. Mr. Wheeler, in reply, reviewed the course of the Bulletin for some years past, and showed that if any one had changed, it was the accuser himself.

**PACIFIC SLOPE.**

THE Apaches are stealing stock from the Papagos. The Church property of Oakland is valued at \$205,840.

LOS ANGELES is making big preparations to receive Col. Scott.

CHINA WOMEN are sold to the highest bidder in British Columbia.

HALF MOON BAY and Pescadero have determined to have a coast railroad.

THE corner stone of a new Jewish Synagogue has been laid in Los Angeles.

THE water of the San Joaquin is falling fast and the navigation will close in a few weeks.

A METHODIST camp meeting has been in operation at Lincoln, presided over by fifteen ministers.

H. T. BARKER, of Pleasant Valley, Sonoma, will enter extensively into the manufacture of raisins this season.

SANTA CLARA has sold its 1,500 shares of W. P. Railroad stock to Gen. Colton, of San Francisco, for \$120,000.

A YOUNG man from San Francisco, Walter Ralph, shot and seriously wounded himself while gunning near Santa Rosa.

PAUL KERR who shot L. McEvoy in self defence at Los Angeles has been honorably acquitted of the charge of murder.

JOHN HALE, a sheep shearer, was killed by the Oakland train, near Farmington. Another warning against intemperance.

A SHEEP HERDER named John Muller was clubbed to death and robbed at Visalia on Sunday morning by parties unknown.

A PARTY of surveyors and explorers arrived in Los Angeles after travelling through Colorado, New Mexico and Arizona.

THE Haster, bringing Prof. Agassiz and a party of scientific men, has arrived at San Diego from the East and will sail for San Francisco on the 24th.

A LABORER in Milwaukee was recently plunged into the deepest affliction by the death of his wife. On arranging her for the grave he was greatly consoled, however, by discovering that suspicious looking lumps on her legs proved to be packages containing several hundred dollars in currency concealed in her stockings.

**FOREIGN AND DOMESTIC.**

A MONSTER fish, or devil, of leviathan proportions, sporting in the waters of the Kennebec River, is said to be astonishing the natives. He only shows himself occasionally, and first appeared to an astonished river driver, who dropped his pick-pole and took to the woods. He describes the animal as being of proportions hardly less than the ordinary whale.

**MONTREAL.**—The increase of the trade of Montreal within the last twelve years has been very remarkable. In 1860 the imports amounted in value to \$15,479,463, and the exports to \$6,020,715. In 1870, the imports had increased to \$31,102,864, and exports to \$16,027,163. During 1871, the commerce of Montreal was the largest ever known, the imports reaching \$35,504,834, and the exports \$19,133,519, making a total of \$54,638,353.

A MAN and his wife, living at Mount Union, Ohio, left their children at home alone. While their parents were absent their boy, about twelve years old, took a gun and threatened to shoot his sister, who is younger than he. She ran into another room, and he called after her, saying that if she ran away he would shoot the baby, which he did. The baby was a little girl, eighteen months old, and the ball passed through her temple as she lay asleep on the bed, killing her instantly.

A MOST revolting instance of parental neglect and cruelty was recently brought to light in Cincinnati. The Commercial says that a man, named Michael Beasert, has an insane child, twelve or thirteen years old, whom he keeps chained like a dog in the back yard, with only a filthy collar for shelter. She has become like a wild hyena in her habits, wallowing in filth and feeding on rats or any putrid thing that she can get. Now that the case has been brought to light, it is to be hoped that Cincinnati will see her outraged civilization vindicated.

A HAPPY couple started on their bridal tour recently from Peoria, Ill., and the blushing young bride thrust her head out of the car window as the train started off, and, after looking around for a moment or two, suddenly jerked her head back with a quick exclamation, and buried her face in her hands. Her loving, frightened husband sought to learn the cause of her dismay, and offered feeble consolation. After a considerable amount of coaxing, he elicited the cause of the trouble. The lady had dropped her new set of front teeth out of the window.

As usual among the residents of Washington, D. C., on the eve of a Presidential campaign, the most ridiculous bets are being made. A one-armed clerk in the Interior Department has agreed to saw up a quarter of a cord of wood in pieces four inches long if Pennsylvania goes Democratic, while his opponent, a one-legged clerk in the same Department, has agreed to hop on one leg for three squares if it does not go Democratic. A prominent resident in the northern part of the city has agreed to sweep the street crossings on Pennsylvania avenue for six hours if Greeley is elected.

In Chester County, Penn., a severe drought is prevailing. In a part of Doe Run Valley the fields are bare and vegetation dried up. Some of the farmers have to drive their stock three miles to water, and butter making is at an end. At Oxford the people have refused the railroad company water for their engines. In some localities water has become an article of merchandise, and when it is hauled is worth forty to seventy cents a barrel. The streams not entirely dried up are so low that the mills have stopped or can run only a few hours a day. No heavy rains have fallen in the dry section for months.

A FEW days ago a woman in Lancaster, Penn., was "jawing" her children, the neighbors, the hired girl, and everybody in general, when her husband entered and interposed a mild word. She opened her mouth for an angry reply, but a spasm contracted her cheek, her lower jaw fell, and she could neither speak nor shut her mouth, but remained in that condition; her tongue hung out, and her eyes nearly started out of their sockets. She had dislocated her jaw-bone in her violent effort to make a stinging reply to her husband. A surgeon was called, who reduced her dislocation, bound up her head, and prescribed a quiet diet. The old man is now enjoying the quietest time he has had for forty years.

**NEVER SAY DIE.**—The Kingston, N. Y. Freeman says the death of an old man at Wappinger's Falls, a few days ago, furnished the conclusion of a novel bargain, in which parties paid more than they calculated. About twenty-five years ago, when the old man was about eighty years old, he was a partner in a manufacturing establishment, which he had started and built up, subsequently taking in two other partners. These latter, after they had got the hang of the business, wanted to shove the old man out, but didn't succeed until they guaranteed him \$1,000 a year until he died. Soon the old man retired, but lived on. In course of time, the younger partners died. Their sons succeeded them, and they, too, died before the old man, but he continued in the enjoyment of his \$1,000 income for years after they were buried, and died 104 years old.

THE following is a copy of a memorandum found in the armor of the woman Jessie Grey, whose suicide by taking morphine, at No. 247 1/2 Gravier street, on the evening of the 15th, has already been mentioned:

My name is Geraldine Ann Earle; I was born in Newtown, N. J., June 20th, 1838; I have been a prostitute for the past 19 years.

What if I die to-night? Oh! how this heart begins to beat;

O fallen wretch like me, to pass from earth, so sadly sweet.

What if I die to-morrow? and when to-morrow's sun had crept

Where the softer moonlight in its virgin beauty slept,

They'd come and find me here, Oh! who would weep to see me dead?

Who'd bend the knee of sorrow by the pulseless wanton's bed?

New Orleans, July 15th, 1872.—N. O. Picayune.

FRANCIS, the chief of one of the Carlist bands in Spain, recently executed a brilliant manoeuvre. He was being hotly pursued by the troops, when Francis stopped the train which was on its way to Reus, made all the passengers get out, and installed his own men very comfortably in their place. The conductors could make no resistance, and the six hundred Carlists quietly arrived at Reus, to the utter astonishment of the inhabitants, who were expecting a very different sort of passengers. When it was known that the railway carriages contained a body of rebels armed to the teeth, the panic was intense. The streets, which were thronged to see the train arrive, were soon empty. The inhabitants ran to their homes in all haste, bolted the doors, and from their balconies saw the invaders march past. The cavalry regiment shared the general astonishment, and their first impulse was to barricade themselves in their barracks, which they did very promptly. Francis and his men then incontinently departed.

**TABLE OF DISTANCES**

From Sausalito, as Traveled at Present.

Miles	Miles
To San Francisco..... 6	To Tennessee Valley..... 8
" Red Bank..... 6	" the Lighthouse..... 8 1/2
" San Rafael..... 12 1/2	" Olema..... 30
" Bolinas..... 23	" Petaluma..... 31

GET THE SAUSALITO TRANSPLANTED OYSTERS—the best in the World. Wholesale trade supplied only at Morgan & Co's, No. 87 California Market, San Francisco.

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**New Advertisements.**

**STRAYED OR STOLEN—\$100 REWARD**

A FOURTEEN-MONTHS-OLD ROAN A-belter, white face and legs, ear marked with a crop in the left ear, and a black mark in the right ear, branded with a "G" in a diamond, on the left hip, strayed from my premises in New Sausalito on or about the 12th instant. I will give Five Dollars to anyone who will return her to me, or I will pay One Hundred Dollars for proof sufficient to convict the thief, if stolen. JAMES H. GARDNER  
New Sausalito, August 23d, 1872. au24

**Norton's Patent Door and Gate Hinges.**

FOR SALE BY BAKER & HAMILTON, 13 to 19 Front Street, and PILSBURY, WEBB & CO., N. E. corner Front and Pine Streets, San Francisco. au24

Sausalito Land and Ferry Company.—Location of Works and Property, Marin County, State of California.—Notice.—There are delinquent upon the following described stock, on account of an assessment levied on the sixteenth (16th) day of July, A. D. 1872, the several amounts set opposite the names of the respective shareholders, as follows:

Names.	No. of Certificate.	No. Shares.	Am't.
Bellor Freres.....	107	35	105 00
Bellor Freres.....	108	8	24 00
Boyd J. T. Trustee.....	143	123	375 00
Boyd J. T. Trustee.....	171	80 1/2	16 40
Cobb A.....	73	80	160 00
Cobb H A.....	122	200	600 00
Cobb H A.....	122	62	1 6 00
Cobb H A.....	123	48	120 00
Casneau Thos N.....	15	300	900 00
Casneau Thos N.....	15	70	225 00
Casneau Thos N.....	144	44	132 00
Casneau Thos N.....	150	19	57 00
Cobb H A Jr.....	68	30	90 00
Cobb H A Jr.....	139	2	6 00
Cobb H A Jr.....	155	2	6 00
Decker Peter.....	178	196	588 00
Grisar Emile.....	128	201	603 00
Grisar Emile.....	148	9	27 00
MacCrellish F.....	22	20	60 00
MacCrellish F.....	141	20	60 00
MacCrellish F.....	159	14 1/2	43 50
Platt H B.....	9	300	900 00
Platt H B.....	143	67	201 00
Platt H B.....	152	17	51 00
Uhler J Clem, Trustee.....	182	100	300 00
Uhler J Clem, Trustee.....	183	100	300 00
Uhler J Clem, Trustee.....	184	100	300 00
Woodward W A.....	173	400	1200 00
Whelan Patrick.....	69	15	45 00
Whelan Patrick.....	92	15	45 00
Whelan Patrick.....	130	80	240 00
Whelan Patrick.....	149	7	21 00

And in accordance with the law and an order of the Board of Trustees, made on the sixteenth (16th) day of July, A. D. 1872, so many shares or each parcel of said stock as may be necessary will be sold at public auction, at the salesroom of Maurice Dore & Co., No. 27 Montgomery street, San Francisco, California, on Saturday, the seventh (7th) day of September, A. D. 1872, at the hour of one (1) o'clock P. M. of that day, to pay said delinquent assessment thereon, together with costs of advertising and expenses of sale.

J. H. BAYRE, Secretary.  
Office—Room No. 4, Stevenson's Building, south-west corner of California and Montgomery streets, San Francisco, California. au24

**MONEY BORROWERS** are advised that I am the agent of unlimited Capital to Loan on farming lands and city properties, in sums as may be required. Loans to extend from 1 to 5 years, optional with the borrower, at lowest rates; interest governed entirely by the location and availability of the securities offered. Preferred securities will always command a less interest than the regular ruling rates. Interests made payable monthly, quarterly or annually, as may be agreed upon. Loans adapted to the culture of wines, grains, fruits, produce, cotton, tobacco, dairy and stock raising, as well as unimproved and uncultivated large tracts, are rated as the best securities when satisfactorily located. Borrowers who may be inconvenienced to meet advances and expenses to effect their loans, will have same advanced to them, and charged out of their loans when consummated.

**PAID OWNERS** wishing to sell their real and improved property, together with or without their stock and personal property, can realize in cash on same at a fair estimated valuation from purchasers who are continually seeking satisfactory properties with ready money to invest, in accordance with the value of the property offered. Owners will incur no expenses until a sale is consummated. Apply in person or write to S. F. WHITMAN, 318 Montgomery street, between Pine and California, San Francisco. au24

**Business Lots on Favorable Terms.**

FOR Sale in Block Sixteen (16), Turney Valley varying in size from 25 to 65 feet front to 125 feet depth. Apply to H. A. COBB, President, S. L. & F. Co. au24

**FOR RENT.**

THE COTTAGE HOUSE ADJOINING Rely's Restaurant. Apply to H. A. COBB, President, S. L. & F. Co. au24

**ABSTRACT OF TITLE AND CERTIFICATES OF SEARCH TO LANDS IN MARIN COUNTY.**

HAVING MADE AN ABSTRACT OF the lands in Marin County and carefully indexed and posted them upon each piece of property to which they relate, whether portions of a RANCHO, lots in SAN RAFAEL or SAUSALITO—I am prepared to make abstracts with accuracy, completeness and despatch. W. H. J. BROOKS, 621 Clay street, San Francisco. jcl5-4f



## RAILROAD MATTERS.

The sales of the field department of the Union Pacific Railroad Company for the month of July, 1872, were 30,389 1/2 acres, amounting to \$139,897, being an average of \$4 41 per acre. The total sales from July 28th, 1869, to July 31st, 1872, are 601,559 acres, amounting to \$2,533,307, being an average of \$4 21 per acre.

There are now in daily use on the Michigan Central Railroad, fifty-one cars fitted up expressly for carrying butter, beef and eggs from Chicago to Boston and New York. An average of four of these loaded cars start each day, and are inspected and re-loaded at Detroit before they go further. Each car consumes four tons of ice on the trip.

The conductors and engineers on the Kansas Pacific Road have orders, during storms, to take the side track at the first station and wait for daylight before proceeding. This precaution has prevented a repetition of the disasters of last year, when passenger trains ran into wash-outs; in other words, an application of the old rule of "first be sure you're right, then go ahead."

The Lake Erie, Evansville and Southwestern Railroad will be 300 miles long. The available resources for constructing the road consist of the company's capital stock, \$7,000,000, and its first mortgage bonds, \$5,000,000; total, \$12,000,000. Of the capital stock, \$2,000,000 have been subscribed along the line, of which the city of Evansville takes \$300,000, payable in its municipal bonds. In Indiana, the towns and counties benefited are permitted by law to levy a tax of two per cent. upon the valuation of their real and personal property, and take the stock of the company therefor. The President has executed a contract with the New York Construction Company to build and equip the entire line.

TRAVEL ON RAILROADS.—Statistics are remarkable things, and sometimes contradict public opinion point blank without the slightest compunction. It is generally believed to be dangerous to travel on railroads, but statistics show that it is the safest method of locomotion on land ever yet devised. Fewer persons are killed in proportion to the number travelling than by any other mode of conveyance. It furthermore appears that while it is generally said that railroad travelling is safer in Great Britain than in this country, one person in 430,000 was killed on the British lines last year, and in Massachusetts, notwithstanding the unusual disaster at Revere, the number killed was only one in 1,475,000.

RAILWAYS IN PENNSYLVANIA.—The report of the Auditor General of the State, brought up to the close of the year 1871, shows the funded and floating debt of its railways to be \$281,764,734; their total cost, including equipment, \$520,111,669. Length of main lines, 6,137 3/4; actually laid, 6,062 64. Length in Pennsylvania (main line), 3,998 67; double track, 1,695 69; branches, 1,006 78; sidings, 1,833 78. Real estate (in Pennsylvania) exclusive of roadway, \$13,904,067. Operations for the year: miles run by passenger trains, 18,035,244; by freight trains, 31,105,115; by coal trains, 6,807,333; number of through passengers, 3,152,309; total passengers, 31,648,996; through freight, 16,373,294; gross tonnage, 68,807,803. Expenses of maintenance of roads, \$21,287,063; of repairs, \$14,366,428; of operation, \$27,335,519; a total of \$73,212,372. Receipts were: From passengers, \$25,106,452; from freights, \$87,292,501; from mails and miscellaneous sources, \$5,600,328; a total of \$117,900,281. Of \$1,500,000 (round numbers) of passengers carried, 4 were killed and 130 injured. On the Pennsylvania Railroad, 4,699,988 passengers were carried, not one of whom was killed and but nine injured.

THE WORKING PEOPLE.—At a meeting of the Marble Manufacturers' Association of New York City, held on August 7th, it was announced that the workmen, after a three months' struggle for the eight hour system, had abandoned their strike and had returned to work upon the old system and at the old rates. Eighty-five shoemakers, employed in a Baltimore shoe shop, struck on August 7th, in consequence of a dispute whether their employer or the employees should bear the expense of certain little articles used in finishing off shoes. The strike was ordered by the Grand Lodge of the Order of St. Crispin, who instructed the men to take their tools and leave the shop until the demand was complied with. After a short intermission of work the employer yielded and the strike ceased. The miners of the St. Clair District, Illinois, have struck for an advance of wages, to four cents a bushel for mining coal, the present rate being three cents a bushel. In the St. Clair District there are fifty coal mines and about two thousand miners. About twelve of the mines are worked on the co-operative plan. The miners in this district have enforced the rule that the amount of coal mined each day shall be removed from the pits in this way: any more is brought to the surface. In this way, it is seen, that the miners, by striking, can at once stop the whole supply. Nearly all the coal received in St. Louis, and most of the coal used on the steamboats and railroads of that region comes from the St. Clair mines. The latter are supplied by companies organized for the purpose, and have a sufficient quantity to last for some time. In St. Louis, however, the effect of the strike has been to increase the price of coal one cent a bushel.

RACE BETWEEN ONE-LEGGED MEN.—A novel foot race took place on Court street yesterday afternoon. The contestants were Mr. James Stywater, of Manchester, and Mr. James E. Diggs, of Portsmouth, each of whom uses a solid wooden leg. The course of the race extended from South street to High, a distance of four squares, and by the terms of the contest, two squares were a walking match and two squares a running match. After two attempts the parties got off, Portsmouth ahead, and the walking match was a vigorous struggle to County street, where a brief halt was made. This was a victory for Portsmouth. The two then started on the "home run," Manchester promptly going ahead. At King street the Portsmouth man gained distance rapidly, but suddenly broke down in consequence of losing the rubber attachment of his leg. Manchester kept bravely on to High street, and won the race by about forty yards. The awkward movements of the participants excited a good deal of merriment. The temperature at the time was fully 110 degrees in the sun, but the contestants seemed but little worried by it.

CAIN AND ABEL.—Baron Liebig thinks we have all been unjust to a great many characters of antiquity, but to none more than to Cain. That unhappy personage was, he affirms, the original typical agriculturalist, the "tiller of the ground," the man who made the first great step in civilization. It is abundant, Baron Liebig thinks, that such a character should be "held up to the world's infamy," while poor Abel, who was doubtless, like all shepherds, a mere Tartar nomad, "becomes the world's ideal." If Abel had killed Cain, Baron Liebig says human civilization would have been at a standstill ever since.—ECHO.

## AGRICULTURAL.

PAINT AND VARNISH DRYER.—A rapid dryer for oil paints and varnishes, it is stated, is prepared by dissolving twelve parts of best shellac and four parts borax in one hundred parts of water by the aid of heat. This solution, after heating, is poured into bottles and should be well corked. If mixed with some oil of turpentine and then added to the oil paints, it will cause them to dry very rapidly.

GRAFTING GRAPE VINES.—The French Academy is engaged in investigating the merits of a new way of grafting grape vines, discovered by Victor Ugoletti. Instead of inserting a twig in the usual way, a pipor stone taken from the dry raisin is used, and this, it is reported, germinates in the slit made in the stock, and soon produces vigorous shoots. This system, it is hoped, will prove a remedy for the losses experienced from the fall of buds occasioned by frost and other agencies.

SALT AND ASHES FOR HORSES.—Those keeping horses should, twice a week, throw in a handful of salt and ashes. Mix them by putting in three parts of salt to one of ashes. Horses relish this, and it will keep their hair soft and fine. It will prevent bots, colic, etc. A little ground sulphur mixed with salt and ashes, and given once in two or three weeks, is also beneficial. All domestic animals will be thus benefited.—Turk, Field and Farm.

GRAFTING WAX.—The gardeners of Metz use a grafting wax which is considered of very excellent quality. It is prepared by melting together two parts of white and one of black pitch, and stirring the mixture thoroughly during the operation. Close by the vessel filled with the melted wax is placed a basin containing cold water, into which the hands are immersed, and then as much of the wax taken from the melted mass as is necessary for each particular application in grafting.

CHEAP PAINT.—An exchange publishes the following recipe for mixing a cheap paint suitable for either iron or wood work, where a black color is wanted: Coal tar, one gallon; aquafortis, three ounces; turpentine, half a pint; linseed oil, one pint. Stir well when mixing to prevent lumping, and keep the mixture, which improves with age, in a tightly corked cask. Apply in hot weather, and, if possible, when the railing, or whatever it may be, is hot with the sun. Two or three coats for iron, and an extra one for wood, last many years, and a single coat afterward will renew the beautiful black gloss.

HORSE RADISH is another useful crop, and this should occupy some isolated or out-of-the-way spot in the garden. To grow this well, the soil should be good, and be well trenched to the depth of two or three feet. In the bottom, as a sowing drainage, brick rubbish and coal ashes or sluffings may be placed, but the upper stratum should be of fine friable soil, through which the roots may strike without forcing. The sowing may be composed of just the crown, with but one or two inches of root, and they should be placed about a foot apart, in rows. Considering how useful this root is, and the very general demand for it, it is surprising how little well-grown horse radish is offered. Generally, that sold is short-jointed, knotted and gnarled, so that there is great waste in the scraping. A little culture should produce long-jointed roots, clear from top to bottom.

THE INTERNATIONALS.—The first annual Congress of the British section of the International Working Men's Association was held in Nottingham, England, on July 22d. Delegates were present from all the principal towns in Great Britain, and from Australia and Germany. A resolution was unanimously adopted to the effect that it was necessary to take political action to work out the social emancipation of the working classes, and that, therefore, a distinct Labor party should be established, to agitate for the principles of the International Society. The platform of political principles adopted by the Congress contained the following planks: Political equality, based upon adult suffrage, with proportional representation; eligibility of every person to fill any office in the State; the nationalization of land; the abolition of all hereditary titles and privileges and of the office of justice of the peace; religious equality, and the disestablishment of all State churches; the establishment of a national bank of issue, in lieu of all other banks; the establishment of a system of obligatory, gratuitous, industrial and secular education; and the formation of a federative government, with local parliaments for all the purposes of the so-called British Empire.

Resolutions were also adopted recommending working men to form trade unions, and to join the International Association, in order to abolish systematic overtime, and to limit the working day to eight hours.

THE ROMANCE OF THE TELEGRAPH.—Mr. Frank Ives Scudamore, the Superintendent of the Government Telegraphs in Great Britain, in his recent report, becomes quite romantic in his description of the success of the system of employing male and female operators. Mr. Scudamore, after showing how much the tone of the men has been raised by the association, and how well the women perform the checking or fault-finding branches of the work, goes on to speak of friendships formed between clerks at either end of a telegraphic wire. They begin by chaffing in the intervals of their work, and very soon become fast friends. "It is a fact," continues Mr. Scudamore, "that a telegraph clerk of London who was engaged on a wire to Berlin, formed an acquaintance with and an attachment for a female clerk who worked on the same wire in Berlin, that he made a proposal of marriage to her, and that she accepted him without having seen him. They were married, and the marriage resulted from their electric affinities as supposed to have turned out as well as those in which the senses are more apparently concerned." These young clerks, however, were not very rash; nor did they marry without acquaintance with each other, as many prudent persons might suppose, for, according to Mr. Scudamore, a clerk at one end of a wire can readily tell, by the way in which the clerk at the other end does his work, "whether he is passionate or sulky, cheerful or dull, sanguine or phlegmatic, ill-natured or good-natured."

DIVISION OF THE PACIFIC FLEET.—The United States fleet now in the Pacific, which has heretofore been under the command of one Rear Admiral, will be divided by the Department into two squadrons, a Northern and Southern Squadron, and to the command of which will be assigned a Rear Admiral. Rear Admiral Stedman, now in command of the Portsmouth Navy Yard, will command one of the squadrons.

THE most cutting stroke of sarcasm we know of is this: When Senator Sumner made his charge against President Grant that he was a great quarrelsome, lady-lipon bearing it, quietly remarked: "His wife has been able to live with him for nearly thirty years, and they seem to get along very pleasantly and happily together."

## New Advertisement.

## NORTH PACIFIC COAST RAILROAD CIRCULAR.

## To the Voters and Tax-payers of Marin County.

In December, 1871, an election was ordered by the Board of Supervisors of the county, to decide the question as to giving aid, to the extent of \$100,000, to a railroad to be constructed along a determined route from San Rafael to Tomales.

The election decided, by a large majority, in the affirmative, to extend aid to a railroad to be built along the route indicated in the proclamation. Subsequently the Board of Supervisors, acting in their opinion for the best interests of the county, granted this subsidy to the North Pacific Coast Railroad Company.

It may be remarked here, that at the election the townships in which the road was to terminate, and also those along its line, voted, for most part, in the affirmative; the townships, however, fronting on the San Pablo Bay, generally those in the northern part of the county, voting, for most part, in the negative. This of course was natural, and not unexpected, as the main and most just argument against subsidies had its best illustration in the fact that the road to be built not being of the slightest benefit to the northern townships, which yet were by the result forced to bear a full share of the tax burden imposed upon all, in order to increase the facilities and wealth of the southern and central portions of the county.

It was most unfortunate that previous to calling the election time enough had not been allowed to make a careful survey of the route indicated in the order for an election. If such had been the case, valuable time would have been saved to the Company and to the county, and the matter submitted to be determined upon by the people.

Just as soon as the Board of Supervisors, by their resolution of the 6th of February, awarded the subsidy in question to the North Pacific Coast Railroad Company, this Company commenced and prosecuted an exhaustive survey of the route to which it was limited by the terms of said resolution. The difficulty of the work at White's Hill was not found much greater than was anticipated; nor did the survey develop any great increase above estimated cost for that portion of the route from White's Hill down Paper Mill Creek to the head of Tomales Bay. But the route along Tomales Bay was found to require an almost uninterrupted succession of costly trestle work. The nature and magnitude of this work may be conceived when it is stated that the survey demanded the construction of spaces 1,000 feet in length and 75 feet high. Moreover, to reach Tomales and rise again into the open country back of that town, a grade of 125 feet per mile was found necessary. To construct these long pieces of trestle work would be quite costly in the beginning. But it is not the original cost that makes them so objectionable. Being of wood they decay in a short period of years; they are always and peculiarly exposed to destruction by fire; they need constant repairs; each stick in each structure needs to be examined and bored by an engineer once or twice a year, and each detached portion needs to be watched night and day by special watchmen. It is thus seen that the original cost of such work is as nothing compared to the subsequent expense and the danger it entails. Above all, in a road intended to go far beyond Tomales to the upper coast, the danger of stopping for weeks its entire trestle work was so apparent as to make it the duty of the Directors to seek a more eligible through route, and present the whole question again to the people to decide what might be deemed best for the interests of the whole county.

As to another and better route from San Rafael to Tomales, such a line, it is generally known, exists, and has been surveyed by our engineers. It follows the San Pablo Bay from San Rafael to San Antonio Creek; thence runs up said creek to the Laguna de San Antonio; thence down the western San Antonio Creek to Tomales; thence by a low pass into the valley north of Tomales; thence by a low pass to latter place. This line of course keeps within Marin County. This route is one made by nature itself; it has little or no dangerous trestle work; can be built with easy grades, and is six miles shorter than the Tomales Bay route. Such being its character, then, freight and passengers could be carried over it at forty per cent. lower rates than by the other route, which, as seen, would be so costly to build and still more costly to operate and keep in repair.

This, then, is the reason—the only one—why work has not been pushed vigorously forward by the North Pacific Coast Railroad Company. Some have said that this Company has not dealt in good faith with the county. That such an imputation should be cast upon the good name of the men who form the directory of the Company is a feeling of more regret to them than they could possibly feel in losing the entire subsidy. As a proof of the sincerity of this railroad in the first, the Directors of this railroad inform the people of Marin County that in engineering expenses alone, incurred in surveying between Russian River and Sausalito, they have expended, since February, near \$20,000; and at this date the Company has a cargo of iron on the ship *Lepanto*, which is within two months of being due at this port. This circular, then, is addressed to each thinking and reasonable person in the county, and we ask in candor if the facts are as we have stated them in regard to the two routes from San Rafael to Tomales, is not the Railroad Company justified—and fully justified—in delaying until November (which is the earliest period permissible under the late statute) to again bring the whole question before the people. We know the people are desirous of having railroad facilities, but does it not concern them also that the road, when built, be a safe one to travel over, and one on which it is possible to carry freights cheaply?

Now, before recapitulating the proposition which we have asked the Supervisors to have voted upon at the general election in November, we wish to ask two questions: 1st. Would not Marin County give a perfect and complete development, as far as railroad is concerned, if it had: first, a railroad leading from Sausalito to San Rafael, going thence by San Antonio Creek to Tomales; and second, connecting with this, a branch road leading from San Rafael to the head of Tomales Bay? Are not these the two possible roads in Marin County which, once built, would give to the county all the advantages she can ever receive from railroads?

2d. If a third, subsidized by the county, were built from San Rafael via Tomales Bay to Tomales, could any subsidy ever afterward be voted to a road along San Pablo Bay and up San Antonio Creek? Or if a road was subsidized by the county to go by the latter route, would any subsidy ever be granted to a road to be built over any portion of the former route? Every one will answer in the negative. Then we say, if justice is to be done, and each section is to get a road, both roads must be assisted with county aid at the same election. Otherwise, one will be aided by a subsidy, and thus, in a measure, built by taxing the very men whose whole property, being situated on the other route, would remain without the advantages of a railroad.

Now, if there can be no difference of opinion in regard to the fact that both justice and public convenience demand that the two roads be at one and the same time assisted with county aid, and that unless so assisted as one and the same election, one or other will never be built, is it not proper and just that the people have the opportunity of deciding at the polls whether their money shall be used in developing the interests of the entire county, or of only a part of it. The proposition which the North Pacific Coast Railroad Company desires to be submitted to the people of Marin County is this:

The Company will build a main trunk road, commencing at Sausalito and running thence via Ross Valley to San Rafael; thence by shortest route by way of San Antonio Creek, within Marin County, to the village of Tomales. The Company will also build a branch railroad, connecting

with and running by way of San Rafael, White's Hill and Paper Mill Creek to a point near the head of Tomales Bay; the county to give as a subsidy to these two roads its twenty years' bonds to the amount of \$325,000, which would be about \$4,400 per mile on this length of road built. In case the election should decide in the affirmative, the North Pacific Coast Railroad Company, not to build any railroad from head of Tomales Bay to the town of Tomales, and to renounce its right to receive the \$100,000 subsidy voted at the special election held on the 29th day of January, 1872.

Now is this subsidy in excess of what justice and public convenience sanction? Some will say, why these people have already a subsidy of \$100,000, and now they ask to double it. But is not the length of the road to be built in Marin County also more than doubled? If \$4,400 per mile is a large subsidy, what shall be said of \$15,000 per mile over a level plain, which the county of Los Angeles, in order to assure itself a connecting railroad, proposes to pay to the Central Railroad. Has not Sonoma county paid \$5,000 per mile subsidy on every mile of the railroad within her boundary—a road, we may add, built over a most favorable country, and without a single tunnel or heavy grade or deep cut. If anything can be said of a subsidy of \$4,400 per mile to secure a railroad through a broken country like Marin County, it must be that it is far under, instead of over, what would be paid elsewhere to such enterprises, in order to secure a full development of the county's resources.

Finally, general assertions in favor of a subsidy, prove little or nothing with thinking men. This circular is addressed to the thinking men of Marin County—the men who by their prudence and industry have become the owners of the property and business of the county. Such men consider the whole question as they ought, merely as a matter of profit and loss, of dollars and cents. Such men do not allow the vague and general assertions of the ignorant, or of the demagogue to influence them. They say at once, how great or how little is the benefit these roads will confer upon the county. Looking elsewhere, where railroads have been built, and finding that they in every case have doubled and tripled the value of the property through which they pass, it will be seen that for granted by such men that a like result is to be expected in Marin County where in winter the common roads are in a measure impassable, and where to-day, notwithstanding the people live so near to San Francisco, they are than the inhabitants of Visalia or Marysville.

And what is the amount of this burden which the county is asked to take upon itself? Such men will ask. What does it amount to in dollars and cents, to me, for instance, the owner of a farm or a property? It is assessed at say \$5,000 this current year? Well, the bonds amount to \$325,000, and at seven per cent. interest per annum require \$22,750 in gold coin to pay the yearly charge. The taxable value of the entire county is for the present year over \$11,000,000. What per cent. then is it requisite to levy on this property in order to pay this interest of \$22,750 on these bonds? For this will suffice about the one-fifth of one per cent. or twenty cents on every one hundred dollars. As I am assessed for \$5,000, my yearly tax then in order to have the railroad would be \$10 per year.

Now there does not probably live in Marin County, a single man with this amount, who would not pay a larger sum than \$10 per year for the mere incidental advantages a railroad would give him personally, in the way of cheaper and speedier travelling facilities.

A citizen of Tomales wants to come to his county seat—to-day it needs two at least, and more probably, three days; with a railroad he could come and go in one day, saving his time and two days' expenses. If a farmer had but a dozen calves to send to market each year, he could make up the \$10 in the higher price obtainable for them; for to the producer alone would insure the advantages of cheaper freight and quicker transit. Finally, each case will make up its own account as to whether it would harmonize with his material interests to have the value of his property and possessions double on his hands with the construction of these roads. All know that such would be the result in Marin County as elsewhere. When the question comes before the people, "It is this or else they will reason, and if the advantages of the railroad do not counterbalance ten-fold the value of the subsidy, then let the subsidy be lost.

But in reasoning in this way, it may be asserted that no account is taken of the final payment of the bonds when they fall due. For this it will suffice to answer, that neither has any account been taken of the amount of yearly tax that will be paid by the railroads themselves, which would form if put at interest a sinking fund more than enough to pay the bonds when they fall due. Again, Marin County in twenty years will have three times its present wealth and population, and a tax of one per cent. would pay the principal of the bonds.

There may be persons who would object to giving aid to a branch road to the head of Tomales Bay. There are four reasons for building this road, which we will give in concluding this circular: 1st. Such a road would go approximately through the centre of Marin County, and would connect this water on Tomales Bay with San Rafael and the eastern portions of the county.

2d. The distance from the junction with the main road to Tomales Bay is twenty-three miles; and consequently the proportion of the subsidy given by the county to aid this road, would be \$100,000, or less than one-third of the whole amount. As this part of the county pays nearly one-third of the taxes, it would appear only fair that one-third of the subsidy should be applied to a railroad built in order to develop its material interests.

3d. In the water power of Paper Mill Creek there is a latent and undeveloped source of wealth for Marin County which in time may rival that of its agriculture. It is the only natural water power near San Francisco, and, once a railroad is built, shortening the distance and cheapening freights to say one dollar per ton, this water power will be availed of by every class of manufacturing industry. Of course such industries form centres of population; the supplying of which, in turn, will cause the value of the profits of the farmer and the value of his manufactures. As a source of taxable income, moreover, these manufacturing industries would bring wealth enough into the county to pay far more than the one-third interest of the whole subsidy.

4th. Marin County needs more centres of population, more school-houses, and more good wagon roads. These benefits can come alone from increase of population—population, if possible, that shall have ownership in the soil. This can be brought about only by the division and sale of the immense ranches that now cover so large a portion of its surface.

How, now, can this result be arrived at? There is but one way, and it is this: Open up the county by means of railroads, and the value of all the lands in their neighborhood will be so enhanced that only good farming, and on a moderate scale, will make fair interest on their enhanced value. The large landholders will see that their property no more pays them a better interest than other classes of investments, but, on the contrary, less than they could obtain for the same amount in value loaned out on bond and mortgage. Moreover, the railroad will have given their lands the rise in value all hope and now wait to realize, and thus its construction will bring about most naturally the sale and division of the larger ranches. That this result takes place wherever land values are enhanced, can be seen by reference to what has happened in Napa Valley, and along the bay shore of Alameda County, where most of the large ranches have already been divided and sold. And if this be a legitimate consequence of the railroad when built, is there a part of Marin County that needs it more than the portion which would be affected by a railroad from San Rafael to the head of Tomales Bay?

In conclusion, the Directors of the North Pacific Coast Railroad Company leave the question of the two railroads and the increased subsidy in the hands of the people of Marin County. They feel quite sure that the decision of the intelligent men, who form public opinion, through the county, will be for the best interests of all, and in conformity with the spirit of progress that now seems to dominate the entire State with regard to railroads.

By order of the Board of Directors.  
AUSTIN D. MOORE,  
President North Pacific Coast Railroad.  
San Francisco, August 8th, 1872.

BOOK AND JOB PRINTING OF EVERY description, done at the office of the *San Francisco Herald*.



## A CHALLENGE.

BY A SEMINARY GIRL.

If you want a kiss, take it.  
There is a jolly Saxon proverb,  
That a man is half in Heaven  
When he has a woman's kiss.  
But there's danger in delaying,  
And the sweetness may forsake it,  
So I tell you, bashful lover,  
If you want a kiss: Why, take it.

Never let another fellow  
Steal a march on you in this;  
Never let a laughing maiden  
See you spoiling for a kiss.  
There's a royal way to kissing,  
And the jolly ones who take it  
Have a motto that is winning—  
"If you want a kiss: Why, take it."

Any fool may face a woman,  
Anybody wear a crown;  
But a man must win a woman,  
If he'd have her for his own.  
Would you have the golden apple,  
You must find the tree and shake it;  
If the thing is worth the having,  
And you want a kiss: Why, take it.

## CONTRAST.

BY HATTIE TYNG GRISWOLD.

A beautiful bride is leaning  
Upon her lover's arm,  
To her eyes, within the whole wide earth,  
There is nothing now which can harm,  
And her trustfulness sits upon her,  
As her glory and her charm.

But sitting back, in the shadow,  
Is another, who loved the same  
As the maiden now before her,  
This bridegroom of stately name,  
And her trustfulness sits upon her,  
As her mockery and her shame.

For the one, there are bridal roses,  
And the great world's glittering grace,  
There are wealth, and fame, and splendor,  
And the rapture, in her face.  
For the other one, there in the shadow,  
There are ruin and disgrace.

Oh, sweet is the love that becometh  
On the face of the happy bride,  
As she standeth there, by the bridegroom,  
In perfect trust and pride;  
But the face of the other woman  
Is of one who fate hath died.

## BABY'S DEAD.

BY RICHARD COE.

One day I chanced to meet,  
In the street,  
A pretty little child,  
Crying bitterly and wild.  
"What ails thee, little one?" said I.  
Sobbingly he made reply,  
As he raised his curly head,  
"Baby's dead!"

"Nay, my darling, do not weep,  
Baby's only gone to sleep;  
He will soon wake up again!"  
But my words were all in vain;  
"He has never slept so long;  
He is gone, forever gone;  
For, kind sir, my mother said,  
"Baby's dead!"

So within these hearts of ours,  
In life's later, autumn hours,  
Stricken hopes, like withered flowers,  
Husle as we tread;  
When some favorite wish is crossed,  
Or some cherished hope is lost,  
To our souls, all tempt tossed,  
"Baby's dead!"

## A KISS AT THE DOOR.

We were standing in the doorway—  
My little wife and I—  
The golden sun upon her hair  
Fell down so silently,  
A small white hand upon my arm,  
"What could I ask for more  
Than the kindly glance of loving eyes  
As she kissed me at the door?"

Who cares for wealth, or land, or gold,  
Or fame, or matchless power?  
It does not give the happiness  
Of just one little hour.  
With one who loves me as her life—  
And says "she loves me more"—  
And I thought she did this morning,  
As she kissed me at the door.

At times it seems that all the world,  
With all its wealth and gold,  
Is very small and poor indeed  
Compared with what I hold!  
And when the clouds hang grim and dark  
I only wait the more  
For one who waits my coming step  
To kiss me at the door.

If she lives till age shall scatter  
The frost upon her head,  
I know she'll love me just the same  
As the morning we were wed;  
But if the angels call her,  
And she goes to Heaven before,  
I shall know her when I meet her,  
For she'll kiss me at the door.

SOMEONE writes to the *Harford Churchman* that at a regular Methodist meeting on a recent Sabbath evening, "it was said aloud of a woman in the congregation, 'O Lord, she has the cream of Christianity!' upon which another class-leader ejaculated, 'O Lord, send Thy Spirit, that she may churn it!'"

## LOOSE THREADS.

HEAVY READING.—A ship's log.

NOTICE of motion.—A railroad whistle.

A USEFUL thing in the long run.—Breath.

THE "coughing horse" is the Indian name for a locomotive.

FOR what port is a man bound during courtship? Bound to Havre.

OLD maids are described as "embers from which the sparks have fled."

DOES a monarch always shower blessings on his people when he reigns?

WHY should young ladies set good examples? Because young men are so apt to follow them.

DEPERE is to have a ragged festival and ball, in which the raggedest individual takes a prize.

THE voice of a prima donna is described as "six octaves above the screech of a lost Indian."

A MAN who had a scolding wife, being asked what he did for a living, replied that he kept a hot house.

A MAN, hearing that a raven would live two hundred years, bought one to test the truth of the assertion.

IT is a curious fact that, though England has produced a number of poets, Ireland has produced Moore.

"WHAT are you doing there?" said a grocer to a fellow who was stealing his lard. "I am getting fat," was the reply.

A BOSTON widow wears with becoming pride a massive gold ring made from the plate of her departed husband's teeth.

A PERSON looking at some skeletons the other day asked a young doctor present where he got them? He replied: "We raised them."

VERY LIKE PADDY.—An Irish paper, describing a late duel, says that one of the combatants was shot through the fleshy part of the thigh bone.

A CONTEMPORARY thinks that the much used phrase, "boys will be boys," is all nonsense, because boys will be men if they live long enough.

A YOUNG man in New York is becoming independently rich by breaking off marriage engagements objectionable to his father at \$100 a time.

EASTERN papers say that the girls in parts of Pennsylvania are so hard up for husbands that they sometimes take up with printers and lawyers.

A LITTLE girl asked her sister what was chaos, that her papa read about? The elder replied, "It was a great pile of nothing, and no place to put it in."

"YOUR colors are beautiful," said a deeply-ringed young lady to a portrait painter. "Yes," answered he, "your ladyship and I deal at the same shop."

A CINCINNATI wife left her husband's board, but took the bed with her. He is puzzled to know how to word a legal notice of warning to prospective creditors.

MAMMA: "Um-ber-el-la—four syllables I have often told you, Georgie, is incorrect. Now let me hear you pronounce the word properly." Georgie, (in a huff): "Ging ham."

HERE is a receipt to get rid of an acquaintance whose society you do not like:—If he is poor, lend him some money; if he is rich, ask him to lend you some. Both means are certain.

TALKING about suicide, an old lady lately said:—"It's all very well to rail at suicide, but wait until you've been a woman 110 consecutive years, and you will, probably, think differently about it."

WHEN Rufus Choate was alive, people ascertained at which hotel the great barrister stopped by looking down the register until they found two blots and a spatula that no one could read, which stood for his name.

A BOSTON boy of thirteen, writing home to his father from his summer vacation, boasts on his exploits as follows: "Have been knocked overboard, had a tooth pulled, and gained six pounds."

"LET that pudding alone, there! That's the dessert!" exclaimed a waiter to a countryman who was devouring the tapioca at an early stage of the dinner. "I don't care if it is a dessert," testily said the countryman. "I'd eat it if it was a wilderness."

AN old woman, on being examined before a magistrate as to her place of legal settlement, was asked what reason she had for supposing her husband had a legal settlement in that town. The old lady said: "He was born and married there, and they buried him there, and if that isn't settling him there, I don't know what is."

"HALLO, STRANGER! you appear to be travelling?" "Yes, I always travel when on a journey." "I think I have seen you somewhere." "Very likely—I have often been there." "Might your name be Cole?" "It might; but it isn't by a long chalk." "Have you been long in these parts?" "Never any longer than at present—five feet nine." "Have you got anything new?" "Yes, I bought a new whetstone this morning." "I thought so—you're the sharpest blade I have seen on the road."

HORACE GREELEY writes as follows on the subject of caterpillars: "You may assure my Southern friends that I feel great concern at the reports which reach me of the disastrous presence of caterpillars in that section of the country. I am not prepared authoritatively to advise what is the best course to pursue, as my knowledge in such matters is exceedingly limited, but it seems to me that with the aid of a windlass they might pull down the pillars, and so involve the whole nuisance in a common ruin. Suggestively, yours."

AN ARCHBISHOP'S SCRUFFLES.—When Moliere, the comic poet, died, the Archbishop of Paris would not let his body be buried in consecrated ground. The King, being informed of this, sent for the Archbishop, and expostulated with him about it; but finding the prelate inflexibly obstinate, his Majesty asked, "How many feet deep the consecrated ground reached?" This question coming by surprise, the Archbishop replied, "About eight." "Well," answered the King, "I find there's no getting the better of your scruples; therefore let his grave be dug twelve feet deep, that's four below your consecrated ground, and let him be buried there."

LEARNING MADE EASY.—When the late Judge Hugh Murray was a candidate for the Supreme Bench of California, he was met on the street one day by Samuel Brannan, who remarked: "Murray, you must have a deal of impudence to run for that office, what do you know about law?" "That's what's the matter," replied Murray; "I don't know much about it, and I'm too lazy to study. If I am elected, I will acquire knowledge without study. Every lawyer who comes before me will be a compulsory teacher, and I will have the benefit of his midnight studies and tedious searches for authorities, without trouble to myself."—*Calistoga Tribune*.

## MARKET REVIEW.

### Domestic Produce.

FRIDAY EVENING, August 23, 1872.  
BREAD—The demand continues fair for local consumption and the interior, with a good export inquiry, during the week under review. Following are the California Cracker Co's rates: Assorted Crackers, 8c; Boston do, 6 1/2c; Butter do, 6 1/2c; Cream do, 8c; Graham do, 7c; Pimento do, 6 1/2c; Soda do, first class, 6c, and second class, 4 1/2c; Santa Clara do, 8c; Sugar do, 7 1/2c; Water do, 6 1/2c; Oyster do, 7c; Milk Biscuit, 8c; Wine do, 8c; Seed Oats, 10c; La Grand or Overland, 8c; Jenny Lind, extra, 8 1/2c; Ginger Oats, 8 1/2c; Ginger Snaps, 12 1/2c; Congress Oats, 25c; Wafer Biscuit, 8c; Pilot Bread, first class, 5c, and second class, 4 1/2c; Saloon Pilot, 6c; Ship Biscuit, 3 1/2c; Lemoy do, 5c.

FLOUR—There has been the usual local demand, while for export a good inquiry has existed. Quotations are unchanged since our last weekly review. Sales embrace 10,000 bbls California extra, 1,000 do Oregon extra and 5,000 do California superfine, mostly for export, private. We quote local brands—Extra at \$4 50 and superfine at \$4 37 1/2; interior and Oregon brands—Extra at \$3 50 3/4 in sacks at 1 1/2c.

WHEAT—The market has ruled active, but at a decline in rates, during the past week. The receipts continue large. Sales aggregate 100,000 sbs fair to choice at \$1 50 1/2 to \$1 50 3/4. Quotable at the close at \$1 50 for shipping grades and \$1 55 for choice milling at 100 lbs. The Liverpool market was telegraphed yesterday at 11s 10d—a decline of 5d 1/2 cental since our last weekly summary.

BARLEY—The market has been steady, with a fair export demand, since our last weekly review. Sales embrace 10,000 sbs new at \$1 02 1/2 to \$1 100 lbs. At the close we quote new at \$1 05 1/2 to \$1 100 lbs.

OATS—The demand has ruled light, at steady rates, during the past week. About 2,000 sbs ordinary to choice sold at \$1 75 1/2 to \$1 100 lbs, which is the range at the close.

HAY—The receipts have continued free during the past week, with a good demand. Quotable at the close at \$9 15 for ordinary to choice per ton.

STRAW—Quotable at \$6 75 per ton for cargo lots.

CORN—Market quiet at \$1 70 1/2 for white and yellow at 100 lbs.

CORN MEAL—Quotable at \$3 25 to \$3 75 per 100 lbs.

BEANS—The market continues steady, and the following are the jobbing rates: Bayo, \$3 50; Butter, \$4 50; small white and pea, \$4 25; Red and Pink, \$5 50; 100 lbs.

POTATOES—The receipts have been free, with a fair demand, since last Wednesday. At the close we quote the range at \$1 40 1/2 to \$1 25 1/2; Carolina, \$1 25 1/2 to \$1 37 1/2; 100 lbs.

ONIONS—Quotable at \$5 00 to \$1 100 lbs.

BRAN—Quotable at \$1 50 per ton from mill.

RYE—Quotable at \$1 50 to \$1 100 lbs.

BUCKWHEAT—Market quiet at \$1 75 per 100 lbs.

SEEDS—Quotable as follows: Alfalfa at 16c; Canary, 4 1/2c; Flax, 3c, and Mustard, 4c; 100 lbs.

HIDES—The market has remained steady. Sales of 1,800 California dry, usual selection, at 17c; 1,420 salted at 8 1/2c; 90 lbs.

TALLOW—Market quiet at 8 1/2c per lb.

WOOL—The market continues exceedingly dull under this head. No transactions worthy of mention have been effected since our last weekly review. A few clips of Fall have arrived. Purchasers, however, are holding off, the unfavorable news from the East, which governs the market, having a depressing influence. We quote nominal rates as follows: Spring shipping grades, 25c; 30c; very choice, 30c; burry, 18c; 25c per lb.

FRUITS—We quote the jobbing rates for green fruits as follows: Apples, 50c; 25c box; Limes, \$10 1/2 to \$5 1/2; Cranberries, 60c per gallon; Cherries, 8c; 18c per lb; Gooseberries, 4c; 6c per lb; Apricots, 5c; 6c per lb; Currants, 7c; 8c per lb; Raspberries, 10c per lb; Peas, 50c; 60c per box; Plums, 3c; 4c per lb; Figs, 6c; 7c per lb; Peaches, \$1 1/2 to \$1 50 per box; Blackberries, 5c; 6c per lb; Watermelons, 12c; 15c per lb; Cantaloupes, 3c; 4c each; Watermelons, 4c; 5c each; Grapes, 50c; 60c per box; 4c; 5c per lb; Nectarines, 7c; 8c per box; Bananas, \$2 50 to \$3 50 per bunch; Strawberries, 5c; 6c per lb; Quinces, 7c; 8c per lb; basket.

DOMESTIC PRODUCE—Fresh Butter is in moderate supply at quotations. Eggs firm. Cheese steady. We quote:

BUTTER—California fresh roll, 32c; 37c; 40c; 45c; 50c; 55c; 60c; 65c; 70c; 75c; 80c; 85c; 90c; 95c; 100c; 105c; 110c; 115c; 120c; 125c; 130c; 135c; 140c; 145c; 150c; 155c; 160c; 165c; 170c; 175c; 180c; 185c; 190c; 195c; 200c; 205c; 210c; 215c; 220c; 225c; 230c; 235c; 240c; 245c; 250c; 255c; 260c; 265c; 270c; 275c; 280c; 285c; 290c; 295c; 300c; 305c; 310c; 315c; 320c; 325c; 330c; 335c; 340c; 345c; 350c; 355c; 360c; 365c; 370c; 375c; 380c; 385c; 390c; 395c; 400c; 405c; 410c; 415c; 420c; 425c; 430c; 435c; 440c; 445c; 450c; 455c; 460c; 465c; 470c; 475c; 480c; 485c; 490c; 495c; 500c; 505c; 510c; 515c; 520c; 525c; 530c; 535c; 540c; 545c; 550c; 555c; 560c; 565c; 570c; 575c; 580c; 585c; 590c; 595c; 600c; 605c; 610c; 615c; 620c; 625c; 630c; 635c; 640c; 645c; 650c; 655c; 660c; 665c; 670c; 675c; 680c; 685c; 690c; 695c; 700c; 705c; 710c; 715c; 720c; 725c; 730c; 735c; 740c; 745c; 750c; 755c; 760c; 765c; 770c; 775c; 780c; 785c; 790c; 795c; 800c; 805c; 810c; 815c; 820c; 825c; 830c; 835c; 840c; 845c; 850c; 855c; 860c; 865c; 870c; 875c; 880c; 885c; 890c; 895c; 900c; 905c; 910c; 915c; 920c; 925c; 930c; 935c; 940c; 945c; 950c; 955c; 960c; 965c; 970c; 975c; 980c; 985c; 990c; 995c; 1000c; 1005c; 1010c; 1015c; 1020c; 1025c; 1030c; 1035c; 1040c; 1045c; 1050c; 1055c; 1060c; 1065c; 1070c; 1075c; 1080c; 1085c; 1090c; 1095c; 1100c; 1105c; 1110c; 1115c; 1120c; 1125c; 1130c; 1135c; 1140c; 1145c; 1150c; 1155c; 1160c; 1165c; 1170c; 1175c; 1180c; 1185c; 1190c; 1195c; 1200c; 1205c; 1210c; 1215c; 1220c; 1225c; 1230c; 1235c; 1240c; 1245c; 1250c; 1255c; 1260c; 1265c; 1270c; 1275c; 1280c; 1285c; 1290c; 1295c; 1300c; 1305c; 1310c; 1315c; 1320c; 1325c; 1330c; 1335c; 1340c; 1345c; 1350c; 1355c; 1360c; 1365c; 1370c; 1375c; 1380c; 1385c; 1390c; 1395c; 1400c; 1405c; 1410c; 1415c; 1420c; 1425c; 1430c; 1435c; 1440c; 1445c; 1450c; 1455c; 1460c; 1465c; 1470c; 1475c; 1480c; 1485c; 1490c; 1495c; 1500c; 1505c; 1510c; 1515c; 1520c; 1525c; 1530c; 1535c; 1540c; 1545c; 1550c; 1555c; 1560c; 1565c; 1570c; 1575c; 1580c; 1585c; 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